

The
National *Falcon* News

JULY 2019

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



COLORFUL COLORADO CREATIONS BY KELLY'S KAMERA

**1964 SPRINT CONVERTIBLE
KELLY McCAIN & JEFF HULSE
DENVER, COLORADO**

ON THE COVER

Kelly McCain & Jeff Hulse of Denver, Colorado (FCA #16863) are the owners of this month's cover car, a Rangoon Red 1964 Sprint convertible. Photo credit goes their photography business, Colorful Colorado Creations by Kelly's Kamera.

"Squirt" The Red Baroness, a beautiful Rangoon Red 1964 Sprint convertible with Black Crush interior, has a fun history. Jeff describes his Colorado car's journey in an article on page four of this month's magazine. Jeff and his wife Kelly have their own photography business so Squirt can be seen posing in some very photogenic moments—scenic Colorado shots, alongside war birds, and standing out at local car shows.

Much of Squirt is still factory original—260ci V8 engine, four-speed transmission and Hurst shifter, gauges and speedometer, working radio, and glass. She was restored in 1993 and Jeff and Kelly have owned her since 2017. She's described as "a free spirit and not a trailer queen."

I look forward to seeing Squirt in Colorado at the FCA's 40th National Meet. I hope to see you there as well!

NEW PASSWORD

To access technical articles and membership directory, use this new password :

FCA1979!

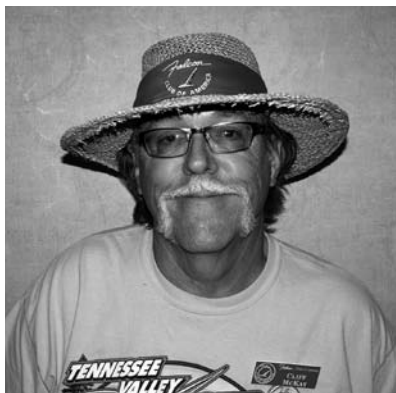
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The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

“The FCA continues to encourage members to help others who are interested in restoring or acquiring a Falcon for their very own. It never hurts to spread the word on our great club and its many benefits.”

Spring has flown by and now summer is cooking away folks. AND, it's time for another great National Meet! Surely all of you have planned well and are soon ready to hit the roads for Winter Park, Colorado for our 40th National FCA Meet. Mile Hi Chapter says they can guarantee you a cool reception up in the Rockies, low 80s max, so they claim. Please remember though to get your sunblock, suntan lotion, pop ups, and cool hats! In the evenings you might want a sweater, sweatshirt, or jacket.

Summer really is the very best time of the year for us to cruise around and be on the lookout for new Falcons and prospective new members. Invite folks to join in your local events with our great Ford cars, trucks and vans. Friendly fellowship is hard to beat and, a great recruiting tool too. Don't forget to hand out those FCA business cards and pass along an older copy of our FCA magazines, if available. I hope you aren't forgetting to take those kids to car shows, too.

All FCA members in good standing and their significant others may attend the Business Meeting on Saturday afternoon 2:00 pm during the National Meet. This is when you will cast your votes for President (one year term), Vice President (one year term), and a new Director (five year term). Several items that affect our club's operation will also be voted on at this time. Please plan to attend. If interested, we are always looking for members to volunteer to run for offices.

Approval for the FCA's 2020 41st National Meet in Dayton, Ohio has been granted and those

in attendance at Nationals will see a presentation from the hosting chapter. We will also be open for presentation plans from a chapter or chapters who are looking at hosting our 2021 Meet.

The FCA continues to encourage members to help others who are interested in restoring or acquiring a Falcon for their very own. It never hurts to spread the word on our great club and its many benefits.

Group travel caravans to national events are usually lots of fun and help build a true sense of camaraderie between FCA members. I highly recommend member participation; it builds new friendships and renews old acquaintances as well as ensures safety in numbers while traveling. Plus, other FCA members are available to lend a helping hand if a problem should arise along the way.

As we make our final preparations for Nationals this month, time is running very short, so make sure you have sent your registration in. Remember that cancellations may open up some rooms. Take care traveling to and from our National Meet. Just a quick safety reminder—if those tires are over seven or eight years old, I highly recommend new ones even if they may still look good.

Take care and remember that each day is indeed a Present. May God Bless! Hope your summer of 2019 is full of fun for you and your family. Enjoy flyin' those birds safely down America's highways and byways!

—Cliff McKay (FCA #7987)
Peck, Kansas

SQUIRT

The Red Baroness

1964 Ford Falcon Sprint Convertible

By Jeff Hulse



My Falcon love affair started over 30 years ago when I fell in love with the style and stance of the 1964 Falcon coupe. At 16 I got a job at Arvada West Amoco as a fuel attendant, and every few weeks during the summer a gentleman would come in for gas in his beautiful white and orange 1964 Falcon convertible. He would brag that his Falcon won second place in a Chevy show and how it was always a show stopper at all the events he attended.

I was sure at that point that I wanted a Falcon, but I had many dreams to make happen before that could be possible. I went on to graduate high school, find lucrative employment, and have my son. I accomplished a couple of more dreams when I bought a 1968 Mercury Cougar and later hired on with the railroad to pursue my dream of becoming a locomotive engineer. But still I had not found my Falcon.

After a divorce, I was not deterred and kept plugging away, but still seemed no closer to my Falcon. I met my current wife Kelly and we talked about classic cars. My Cougar was now in pieces working her way through a daunting rotisserie restoration. Kelly would tell me about the lifelong dream she had of owning a first generation Mustang. She had very specific parameters as to what the car had to be. It had to be a numbers matched, blue C or K code car from the factory, and of course she preferred it to be mostly there and clean. I asked if she wanted a

Colorado car as we are both natives and our Cougar was delivered to Colorado new. She said, "That would be the icing on the cake."

The opportunity came in 2013 while searching for a garage heater on Craig's List so I could work on the Cougar through the cold Colorado winters. The first car to come up was a 1966 Mustang with a 289 (C code). It was blue and still sporting the original hub caps. She didn't want to look at it, claiming we couldn't afford it. She agreed if after two weeks it was still available, we would go check it out. Everything about it was right, even the copy of the original invoice proving beyond the door tag that it was a Colorado car and the numbers matched. She still insisted we couldn't afford it and I told her we couldn't afford not to. "It's about as close as you'll ever get to your dream car," I said. I knew my dreams of owning a Falcon would be pushed back yet again, though I have no regrets. I believe when something's meant to be, you will just know it.

The Cougar, named "Patience," was nearing the end of her eight-year restoration struggle. Antsy to have my own running, driving clean classic I realized I would not have her in time for that summer of 2017. I was getting restless and tired of riding around town and going to shows in my wife's Mustang, which we now called "Lil Bit." One night after a grueling twelve hours on duty, I walked by a dark alleyway in the middle of the night and

something caught my eye, a rough 1964 Falcon coupe, blue with a black top, just like the one I always dreamed of. It was beautiful to me and again my flame for a Falcon was reignited. I took a moment to dream once more and said, "Someday I'll have my Falcon." I took a few steps trying to get back to the task at hand but just couldn't move past my dream of owning a Falcon. I thought, "Why not now?" I went home and pondered how I would convince Kelly that now was the time and I had to make this dream a reality.

Armed for the hard sell, it didn't take long in my computer search to find what would soon become our 1964 Falcon Sprint convertible.

It took longer to convince her to go look at it with me.

The following Saturday we found our wonderful Sprint convertible. We set out on an hour's long journey heading toward Vintage Auto Sales in Lyons, Colorado to look at this Falcon Sprint convertible. We'd determined the car had to be original with numbers matching, a Colorado car, in excellent shape and, all of this for the right price. We were not ready to take on another restoration project and I wanted something to drive and show now.

When we arrived, another couple was looking at the car. My heart sank as I knew this was the Falcon for me and I was sure they were making a deal and ready to drive away in my dream. They left without the car and we approached George and asked if we could look at the car he'd just sold. George said, "They are going to think about it, so it is still available." Much to Kelly's dismay and my relief, we entered the garage and George began telling us about the car. I started combing over the car looking for the "deal breaker." Not coming up with one and confirming it was an original Colorado car, I saw *the look* from Kelly and said, "Why don't you come over here and have a seat." Reluctantly she did, and I continued to speak with George—still looking for that inevitable deal breaker. George explained the car was Rangoon Red from the factory and all components were factory original to the car or had been correctly restored. Kelly, still in the driver's seat, looked at me and said, "Damn you!" I replied, "Why can't I have it?" and she said, "I can't find a reason. Just don't pay his asking price." After a lengthy test drive and proof that everything worked, we struck a deal. What felt like an eternity later, which was actually just a few days, I was driving my dream car home.

Stop by and see us at the 40th annual FCA Nationals when you "Accelerate to Winter Park." We'd love to show you the artists' renderings of her.

Kelly told me that when she first read the Sprint badge, she thought that it said "Squirt" and that when she sat down, "Squirt gave me a big hug." Soon after, our Falcon would be forever endeared to us as "Squirt, the Red Baroness." We never knew we wanted a red car, until we owned this beautiful Rangoon Red 1964 Falcon Sprint convertible.

Since we brought her home in May of 2017, we have had so much enjoyment and fun with her. We have taken her to many cars shows. One in Silverthorne, Colorado gave us a chance to take both Lil Bit and Squirt. We were invited by the Northern Colorado Mustang Car Club (NCMMC) and Top of the Rockies Corvette association (TORCA). It was not only fun to make the hour long trip through the mountains in our original Ford classics, but at the show, I ran into a former boss of mine who was attending with his 2013 Corvette. Though we didn't win an award, I did get some satisfaction at the end when he came running over to us asking for jumper cables because his C-6 Vette wouldn't start. I offered my cables because

Continued on page 8

JUST THE FACTS

Built October 4, 1963 in Lorain, Ohio

Factory original color Rangoon Red with Black Crush interior

Delivered to Rosen Novak Ford, 1478 Birch Street, Denver, CO (DSO 51)

Squirt has lived all over Colorado since new

Factory original 260ci V8 engine

Factory original four-speed transmission and Hurst shifter

Factory original rear end 3:25:1 non-locking differential

Factory original gauges and speedometer

Factory original working AM radio

Factory original glass

Member of the "Original Colorado Crew"

Restoration done in 1993

Second place at the 2018 42nd Annual Horse Feathers All Ford Car Show in Broomfield, Colorado (60 to 70 in Falcon class with more than 100 cars judged)

Squirt has been featured and photographed with war birds such as Madras Maiden (Boeing B-17 "Flying fortress"), Maid in the Shade (North American B-25 "Mitchell"), Lockheed T-33/F-80 Shooting Star (USAF Thunderbird), and USMC Bell V-22 "Osprey"

Squirt has also been featured with "Hillbilly Demons," a Colorado band in their promotional pictures

Squirt is a free spirit and is not a trailer queen

Squirt is a very fun driver, and she enjoys running around topless!

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CALENDAR OF EVENTS

FCA NATIONAL MEET JULY 11–13, 2019 WINTER PARK, COLORADO

Hosted by Mile Hi Chapter

UPCOMING REGIONALS

AUGUST 16–17, 2019 NORTHEAST REGIONAL WARWICK, RHODE ISLAND

Hosted by Northeast Chapter

SEPTEMBER 6–7, 2019 MASON/DIXON GETTYSBURG REGIONAL EMMITSBURG, MARYLAND

Hosted by Mason/Dixon Chapter

OCTOBER 4–5, 2019 SMOKEY MOUNTAIN REGIONAL TOWNSEND, TENNESSEE

Hosted by Tennessee Valley Chapter

OCTOBER 19, 2019 PACIFIC REGIONAL SANTA CRUZ, CALIFORNIA

Hosted by Monterey Bay Chapter

www.falconroundup.com

If you would like for your event to be included in our magazine's Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to us at fca.editor@yahoo.com and admin@falconclub.com.

Falcon Mini-Meet Ridgefield, Washington

The Columbia River Falcon Chapter is hosting a Falcon Mini-Meet in Ridgefield, Washington. The mini-meet will be from 10:00 am to 3:00 pm on Saturday, August 17, 2019 at ilani Casino Resort, 1 Cowlitz Way, Ridgefield, WA (I-5 Exit #16).

No registration fees, no judging, no trophies,
just a fun day with Falcon friends.
Comets are welcome too.
Register the day of the event.

For more information, contact:
Columbia River Falcon Chapter
President Allen Shade
360-609-8927
falconcomet@cni.net

Check it out on the chapter website:
www.columbiariverfalconcomet.com



SQUIRT

—Continued from page 5

I couldn't wait for everyone to see my Falcon jumping a Corvette. Someone else beat us there to help, but we waited just to make sure he could get it running. On our way out, we stopped to check on him and asked if he would be okay. His wife ran up to me and said, "I think it's time to sell it!" Without hesitation I said, "And buy a Ford?" Though she laughed, he was not so amused and told us, "You go on home now. Just go the %#\$@ home." Although we prefer Fords, we know there are a lot of wonderful "other brand" people out there. We may take



No Colorado car story would be complete without a shot of a beautiful Falcon posed with the picturesque, snowy Rocky Mountains in the background.



good natured shots at one another from time to time, but we still have a common love and appreciation of cars.

We have attended many other shows including a very large and prestigious event in Colorado known as the Annual Horse Feathers All Ford Car Show. Last year during the 42nd annual event, Squirt competed against other Falcons and took home second place in the Falcon class—losing out on first place to a very beautiful 1964 trailer queen.

We have found we get a lot of enjoyment at shows allowing select spectators to sit in our cars and take pictures (especially kids), and see what it feels like from the inside. Just this spring at a show, Kelly noticed a 12-year old girl with her eyes locked on Squirt. As she walked around Squirt, she exclaimed, "Now that's a car!" Kelly offered the girl a seat and immediately she jumped in. While desperately trying to pull her father's attention away from a gaudy skyjacked Chevy pickup, he turned and saw her in the driver's seat. His look expressed his thoughts that his daughter just jumped in these people's car and that he might soon be attending her funeral. Kelly explained to him that she'd been invited to get in and both were absolutely thrilled. It's the best feeling in the world to help make people's day by sharing our cars with them—not just looking at them, but to feel and experience them. We especially treat the young ones, hoping someday those memories will turn their own dreams into reality and they will continue the legacy of preservation for many decades to come.

We have also taken Squirt and her sisters to different photo shoots with war birds. While with an Osprey, we met a wide eyed young First Lieutenant who was just as enamored with Squirt as we were with her Osprey. As we were taking photos and taking it all in, Kelly invited the Lieutenant to sit in the driver's seat and experience the feeling of what it's like. Without hesitation she did and asked Kelly to take pictures of her in the driver's seat. The Lieutenant exclaimed, "Best day ever!" and went on to tell us that she was born and raised in Glenwood Springs, Colorado. Earlier that day, she'd been able to meet her family for lunch during a refueling stop, and now she was experiencing the thrill of sitting in and getting photos with a beautiful classic Falcon.

Squirt was also featured in a photo shoot for a local Denver band called Hillbilly Demons. They loved her and thought that she would make a nice accent and help promote the band.

We have commissioned artist and painter Russ Brown from Lake City, Colorado as well as renowned automotive artist Danny Whitfield to create exquisite paintings and drawings of Squirt and her sisters.

For the record, Squirt is a driver, a very fun driver—even with manual brakes and Armstrong steering. We believe cars are meant to be driven and be enjoyed, no matter how original and/or perfect. Squirt is a free spirit who loves running around topless!

Come by and see Squirt and her collection of original factory paint chips, sales brochure, original magazine articles—*Talking about the '64 Falcon Sprint convertible* from the June 1964 issue of *Car Life*, and another from the December 1963 issue of UK's *Auto Car*. Stop by and see us at the 40th annual FCA Nationals when you "Accelerate to Winter Park" later this month. We'd love to show you the artists' renderings of her. And, we look forward to getting to know you!

—Jeff Hulse (FCA #16863)
Denver, Colorado



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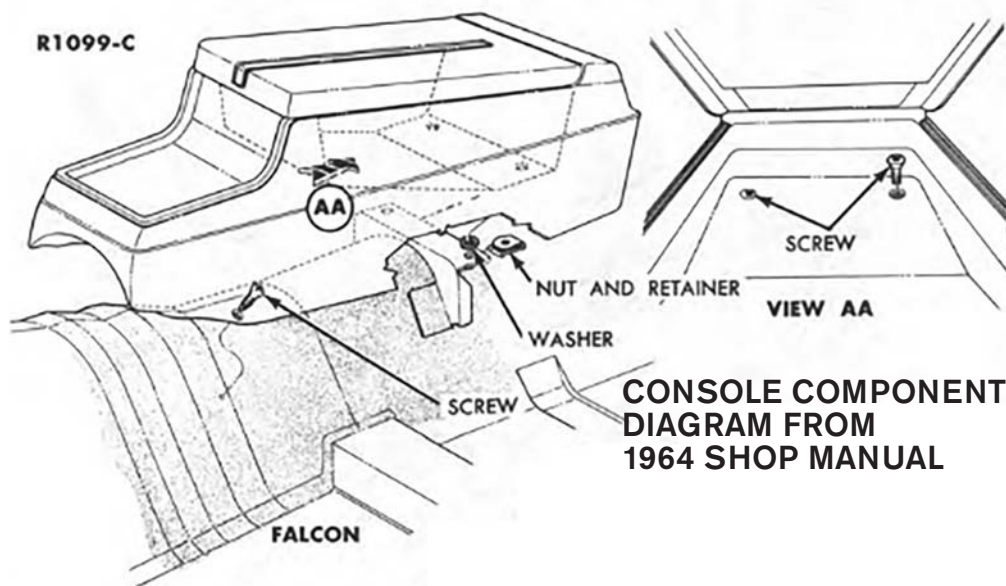
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CONSOLE DISASSEMBLY FOR CLEANING AND COLOR CHANGE

Have you ever wanted to change the color of a salvaged console to match your car's interior, but weren't quite sure how to do it. Here are some steps to accomplish that task. These procedures specifically apply to 1964 models, but also may work for 1965 models.

The glove compartment liner must be removed for access to the hinge ad lock. The console assembly body is replaceable and requires the glove compartment liner to be removed for access to the retaining screws.



REMOVE ITEMS IN THIS ORDER:

1. Lid
 - THREE Acorn nuts, 3/8"
 - + ONE Screw from rod assembly (all are Phillips head)
 - + ONE Retainer from rod assembly
 - + Chrome strip—removal is not recommended unless it is loose (mask if lid is painted; re-glue if necessary)
2. Hinge
 - THREE screws
 - + Hinge and outside plate
3. Right-hand chrome strip (has four holes)
 - THREE screws
 - + Chrome strip
4. Rod and Spring Assembly

Removal is not recommended. If it falls out, it can be re-installed (see Reassembly Instructions).
5. Left-hand chrome strip (has three holes)
 - THREE Screws
 - + Chrome strip
6. Rear chrome strip [shape
 - THREE Screws
 - + Chrome Strip
7. Latch assembly
 - TWO screws
 - + Latch

8. Plastic tray (attached with bentover tabs and nuts).
Mask

Removal is not recommended unless it has to be replaced. New trays are available.

9. Clean parts in hot soapy water with a stiff plastic bristle brush. A brass bristle brush can be used on metal parts. DO NOT USE a steel bristle brush on chrome parts.
10. Paint with Krylon "Fusion" or other paint that is made for plastic.

REASSEMBLE ITEMS IN REVERSE ORDER:

(add #4 if removed).

- Disconnect spring from rod.
- + Place console upside down with aft end over front of bench/table.
- + Connect wide end of spring to plastic tab in underside of console.
- + Insert rod with "L" end toward inside of console.
- + Connect narrow end of spring to loop in lower end of rod.

DO NOT overtighten screws. If threads in plastic are damaged, apply a drop of silicone or similar material to screw when installing.

Any comments or corrections are appreciated.

—Skip Goddard (FCA #173)
Paulden, Arizona

U.S. AUTOMOTIVE MUSEUMS BY STATE

It is vacation season and many of you will be traveling thought the U.S. There are some amazing museums out there that offer us the opportunity to view rare automobiles and learn about automotive history. According to the experts, here is a listed alphabetically by state of the "Best of the Best U.S. Automotive Museums."

We'd love to hear from you if we've missed a hidden gem that others might enjoy.

ALABAMA

Barber Vintage Motorsports Museum, Leeds

ALASKA

Fountainhead Antique Auto Museum, Fairbanks

ARKANSAS

Four States Auto Museum

CALIFORNIA

Automobile Driving Museum, El Segundo
Blackhawk Auto Museum, Danville
California Auto Museum, Sacramento
Mullin Automotive Museum, Oxnard
Nethercutt Museum & Collection, Sylmar
Petersen Automotive Museum, Los Angeles
San Diego Automotive Museum

COLORADO

Cussler Museum, Arvada
Forney Museum of Transportation, Denver

FLORIDA

Don Garlits Museum of Drag Racing, Ocala
Fort Lauderdale Antique Car Museum, Fort Lauderdale
Muscle Car City Museum, Punta Gorda
The Revs Institute, Naples

ILLINOIS

Volo Museum, Volo

INDIANA

Auburn Cord Duesenberg Automobile Museum, Auburn
Indianapolis Motor Speedway Hall of Fame, Speedway
Kruse Museum, Auburn
National Automobile & Truck Museum, Auburn

IOWA

Antique Car Museum of Iowa, Coralville

KANSAS

Kansas City Automotive Museum, Olathe

KENTUCKY

National Corvette Museum, Bowling Green

MAINE

Owls Head Transportation Museum, Owls Head

MASSACHUSETTS

Larz Anderson Auto Museum, Brookline

MICHIGAN

Gilmore Car Museum, Hickory Corners
The Henry Ford, Dearborn

NEBRASKA

Classic Car Collection, Kearney
Museum of American Speed, Lincoln

NEVADA

National Automobile Museum, Reno

NEW YORK

Saratoga Auomobile Museum, Saratoga Springs

NORTH CAROLINA

Mustang Owner's Museum, Concord

OHIO

America's Packard Museum, Dayton
Crawford Auto Aviation Museum, Cleveland

OKLAHOMA

Heart of Route 66 Auto Museum, Sapulpa

OREGON

World of Speed, Wilsonville

PENNSYLVANIA

Antique Automobile Club of America Museum, Hershey
Simeone Foundation Automotive Museum, Philadelphia

TENNESSEE

Lane Motor Museum, Nashville

WASHINGTON

America's Car Museum, Tacoma

By the Numbers: The Rarest Falcon



5H27C206271

Model Year:	5	1965
Assembly Plant:	H	Lorain
Engine Code:	C	289 Cu. In. V8 (2V)
Body Serial Code:	27	Ranchero
Consecutive Unit Number:	206271	106,271 Unit Scheduled
Body Style Code:	66G	Two-Door Standard (RPO Bucket)
Exterior Paint Color:	XM	Lower Body: Vintage Burgundy Upper Body: Wimbledon White
Interior Trim Code:	89	Palomino Sierra Vinyl
Date Code:	18C	18 March 1964
Sales District:	53	Kansas City
Rear Axle Ratio:	6	2.80:1
Transmission Code:	6	Dual Range Automatic (C-4)

In a previous “By the Numbers” article that ran in the November 2018 issue, I detailed the “top ten” rarest Falcons. The number one on that list was the 1965 Ranchero “66G,” a standard model with bucket seats. The number of these Rancheros produced was a meager sixteen (16).

I was contacted by FCA member David Jones (FCA #14089) of Parachute, Colorado who sent to me pictures of this 66G model he owned up until three years ago.

He also sent a couple of pictures of another 66G. It was owned by a FCA member out of Oregon that he has since lost touch with. By the pictures of that Falcon it appeared to be a non-running project car.

Low production figures usually equate to a special order or dealer special. However, while both Falcons described were from the Lorain Manufacturing Plant; these Rancheros are date coded exactly four months apart. Additionally, there is no District Special order number.

Sources:

“Standard Catalog of Light-Duty Ford Trucks 1905-2002” by John Gunnell
“1965 Comet, Falcon, Fairlane and Mustang Shop Manual” by FoMoCo

5H27C291437

Model Year:	5	1965
Assembly Plant:	H	Lorain
Engine Code:	C	289 Cu. In. V8 (2V)
Body Serial Code:	27	Ranchero
Consecutive Unit Number:	291439	191,439 Unit Scheduled
Body Style Code:	66G	Two-Door Standard (RPO Bucket)
Exterior Paint Color:	XM	Lower Body: Vintage Burgundy
Interior Trim Code:	89	Palomino Sierra Vinyl
Date Code:	18C	18 March 1964
Sales District:	53	Kansas City
Rear Axle Ratio:	6	2.80:1
Transmission Code:	6	Dual Range Automatic (C-4)



The 5H27C91437 car (above) was last known to be in Oregon. It appears to be a non-running project car.

The 5H27C206271 Falcon (previous page and below) was previously owned by David Jones of Parachute, Colorado.



Lastly, Dave mentioned he had seen an advertisement for another 66G in Los Angeles area but couldn't confirm if it in fact was one. A special thank you goes to David Jones for confirming at least two 1965-66Gs. If you have a Falcon on the rare list of Falcons contact me; I'd love to know more!

—Wally Tirado (FCA #5178)
Plano, Texas



FALCONS FOR SALE



1961 Falcon Ranchero, Wimbledon White, sporting red interior with newly upholstered tuck and roll Mustang bucket seats, Futura/Sprint door panels and console. It is powered by a Pro built 302cid, V8 with dual exhaust and a Center Force clutch, Tremek five-speed trans and Ford 9" limited slip rear end. This Ranchero is dependable, fun to drive and runs strong with a throaty exhaust note! I am asking \$17,500 OBO. Please call Michael Weaver, 831-236-9793 or email michaelweaver47@gmail.com with any questions or offers. Monterey, CA. 190717



1962 Falcon four-door Deluxe wagon North Carolina car with 72,702 miles. Six cylinder with .030" over; 250 cubic inch with Roush head, Webber two barrel carb; Dura-Spark ignition. Three-speed manual, alternator, 8" rear end, 25 mpg. Black with red metallic roof. Rust free. \$19,995 OBO. Phone 315-521-1671; email biroseshshop@yahoo.com. NY. 190714

1963 Falcon convertible minus engine, transmission, and rear-end. V8 car, minimal rust. All or part. Steve, 360-430-0143. WA. 190717



Rare Classic 1962 Ford Falcon two-door Station Wagon Street Rod. Rust free Colorado car. New paint inside and outside. New headliner, carpet, upholstery, and radio. Small block V8, Hurst floor shifter, five-lug 14" wheels, rechromed bumpers. It runs great and has good glass. \$13,000 or offer. Cash or bank transfer only. MN. 190729



1963 Falcon Futura convertible, 289 V8 Engine, C-4 transmission rebuilt. Sprint options, Granada front disc brakes, original bucket seats, New gas tank, fuel pump, electronic ignition, Edelbrock four-barrel, new top, Crager five-lug wheels, Raven black with red interior, \$23,000. Farrell Woods, 801 791-0764, leave message. UT. 190613



1963 Futura convertible – Dependable ride; needs nothing! 170 three-speed. Stock. New interior and top. Painted from bare metal. New Clutch. Three-core radiator, larger sway bar, alternator, more. Email for pictures; it was in the April 2016 National Magazine, and two movies. \$20,000 OBO. Mark, 508-280-8046, wecamp1@comcast.net. MA. 190611



1963 Falcon Futura convertible, 115,000 miles. The 170ci now has a two-barrel Weber carburetor conversion and Clifford headers with a dual exhaust. Original four-speed on-the-floor transmission. The body was brought up to a very good standard and fresh two-stage Viking Blue color applied over the winter of 2017. The interior has been replaced with cloth seating for a very high level of comfort prior to my purchase in 2013. The top is in fair condition when up (rear window zipper is loose), perfect condition when down. Period correct four-bolt Indy aluminum slotted mag wheels with BF Goodrich radial tires. Fresh brakes with a new dual bowl master cylinder also added. All spare parts to make the car original are included in the sale as well as a spare rebuilt transmission still in the crate. \$21,500 OBO. Call or text Chris at 513-212-2842.



1963½ Falcon Sprint, black, 302 GT roller engine, Rousch heads, X303 roller cam, Tremec five-speed transmission, new restoration. Dakota digital instrument panel, MSD billet distributor, red interior, custom traction bars, too much to list. Front end damage from wreck but rebuildable. I have receipts for \$62,000. Make offer. 423-605-7794, petduffy@epbf.com. 190799

1964 Futura convertible, white with black interior. 89 302 Mustang roller, Ford A.O.D. transmission, disc brakes, A/C. 2005 Mustang GT wheels (five). New shocks on front, air in back. Custom trailer hitch. Three row aluminum radiator with two fans. New steering box. \$2,100 stereo with Bluetooth. MSD ignition. Dual exhaust with headers. \$31,000. 505-250-9384. 190712

1964 Falcon Two Door Sedan. 408 Stroker, C6 automatic, Mustang II front end, 8.8 rear with coil overs. New interior, rechromed bumpers and grille. Body work done. I have most parts to put back together. \$12,000. Greg Faulkner, 662-750-4463 or himissgail@gmail.com. NORTH MS. 170711

1965 Sprint, \$1000. 1964 Sprint convertible with salvage title, \$750. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501; cell 636-357-8522; email jlwbanson@mail.win.org. 190607



1965 Futura convertible, 200/C4, older restoration, but looks good, rides great: Rangoon Red paint, with black interior, lots of recent mechanical work and great cruiser; \$12,995. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group plus the "M" gas cap. \$3,495. 1963 Falcon four-door Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1962 Falcon Sedan Delivery project, RARE; later model 200, "big" 3.03 three-speed with floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door Sedan; Flathead V8, overdrive, rewired, re-chromed grille, lots of recent work, runs/drives good, needs paint/body work, some mechanical \$6,995 OBO. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at www.kelloggs-garage.com. CO. 190624

—Continued on page 18

The LeJeune Falcons



Sherlin and Gail LeJeune

Our story with Falcons began in 1967. I was turning 15 years old and about to get a Louisiana driver's license. My aunt had a two-door solid blue 1962 Falcon. She wanted a new car so my dad bought the Falcon from her to give to me. It was in great shape and in fine running condition with a 170 cubic inch engine and a two-speed automatic transmission. It was certainly good affordable transportation and served us well for many years. I dated several

girls in this car but re-connected with Gail in December of 1969. We dated and both graduated from high school in 1970. Gail gave me an eight-track tape player for graduation, and I can still remember how excited I was to install it along with some 6x9 speakers with those big chrome grilles!

I drove this car until 1971 when I bought a 1964 Falcon Futura that originally had a 260 and three-on-the-tree. The engine was missing so I got a 289 out of a 1967 Galaxie

station wagon from a salvage yard. I kept the three-speed transmission but put in a Hurst floor shift and, of course I had to get a six-bolt bell housing to fit the new engine. Five- or six-bolt bell housings were easy to come by in 1971. After I got the '64 running, I gave the 1962 Falcon to Gail who was my fiancé by this time. She did not have a car and did not know how to drive so the '62 Falcon was not only both of our first cars, but it also was the car in which Gail learned to drive.

We got married in 1972 and still had both Falcons, but being a Mercury outboard motor mechanic, I really needed a truck. We sold the 1964 Falcon in 1975 and bought a 1967 Ranchero.

We have had several cars over the years but I always wanted another 1964 Falcon. Then in May 2016 I found a 1964 Falcon Sprint on the internet. I was lucky enough to find it the same day it was posted. I called the guy and made arrangements to look at it the next day. We left Louisiana at 4:00 am and drove to Texarkana, Texas where we met with the owner and struck a deal, then bringing it home on a trailer. Shortly after this time, we joined the FCA. This car was totally rust free and spent its first 30 years or so in Happy, Texas. It also spent time later somewhere else in Texas. I am the fourth owner and have copies of the other three titles. The car only needed a few little things to get it completely road worthy and I kept it like I found it for the first year. Of course always wanting to improve and never being satisfied, and the fact that Gail wanted to drive it and could not drive a standard transmission, I did a rebuilding project at the end of 2017. We pulled out the old engine, a 289 that had a tag on it from West Texas Engines. I bought a 347 stroker from Proformance Unlimited in Melbourne, Florida.



1964 Falcon Sprint

This is a great running engine with 440 hp and 452 ft. lb. torque. These guys were very easy to work with and I had a wonderful time when I spent the day at their shop. We replaced the four-speed with an AOD and put a 355 posi traction rear end along with four-wheel Wilwood power disc brakes, power rack and pinion steering, vintage air, cruise control, a much larger radiator, new carpet, dash pad, repainted the interior, added some gauges and LED head lights.

We drive it every week as we don't own a car trailer and have gone to many local car shows along with some not so local ones—Pigeon Forge, Tennessee; Wichita, Kansas; Pensacola, Florida; Tomball, Texas. We plan to

attend the upcoming National Meet in Winter Park, Colorado and a Regional in Townsend, Tennessee later this year. Bama Coast Cruise in Gulf Shores, Alabama, and Cruisin' the Coast in the Biloxi, Mississippi area are a couple of the venues we go to every year.

We love our Falcon and enjoy it when people come to look at it. This happens almost every week either at car shows or when we just go somewhere to eat. We have met many new friends, especially at the Falcon shows.

—Sherlin “Dutt” LeJeune
(FCA#15808)
Plaquemine, Louisiana
Bon Temps Chapter

1962 Two-Door Falcon



1964 Falcon Futura



1967 Ranchero



CLASSIFIED ADVERTISING

—Continued from page 15

PARTS FOR SALE

1960-1965 Falcon and Comet radios, good looking, tested and working, \$150-\$225 each. 1960-66 Falcon seat belts, OEM and aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set. Four-lug 14" wheels, \$50 each, set of five, \$200. Four-lug 13" wheels \$25 each, or five for \$100. Five-lug 13" wheels, \$60 each or four for \$220. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175-\$550 set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition, \$175-\$550, set of four. 1960-61 grilles: driver quality to NOS, \$75-\$350. Dagenham four-speed bellhousing/clutch fork, \$100; Two Dagenham shifter boxes: one lightly used, \$250, one NOS, \$425; T-10 four-speed, complete, buildable, narrow pattern \$495 with complete shifter and trans. mount, \$695; with pedals, four-speed column, bellhousing, starter and clutch, \$1195. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror with matching NOS right side mirror, \$495. "Driver" quality grilles: 1962, 1964-66, 1968-70 \$100-\$300, depending on condition. 1960-61 Comet dash clusters, nice condition, two to choose from, \$195 each; 1966-70 NOS cigarette lighter elements, four, \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only) and \$100-\$300 each, three tailgates, \$200 to \$500 each, stick shift pedal assemblies \$250, three rear bumpers, OK driver quality to good cores, \$150 to \$300; '66 Ranch rear bumper brackets, \$125 a pair; cowl grille covers, \$75 each; lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net, 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 190624

Nice 1965 Mercury Caliente grille, 1964-65 taillights, some with backup lights, chrome for 1964-65 Falcons. Doors, fenders, hoods, trunk lids. Rear curved glass for station wagons. Fan blades, pulleys, inner and outer windshield chrome for 1963-64-65 Futura and Sprint hardtops. Vent windows with chrome for 1963-64-65. Lots more. Bob 806-683-3550 TX. 190699

1964 Falcon Sprint V8 chrome dress kit—starter and generator. 130_135 compresion on all cylinders, some blowby at oil fill. Three speed manual transmission. Needs only third gear synchronizer \$200 and \$100. Gettysburg PA. 190707

NOS. C4DZ-9275-A fuel tank sending unit, fits 1964/65 Falcon Sedan Delivery and station wagons with V8 and Rancheros, \$100. C2DE-8575-A 188 degree Thermostat, \$15. C3DZ-4662-A Pinion bearing spaces,

\$10. Speedometer drive gears, different ratios, \$20 each. C6OZ-14413-A glove compartment light and switch, may be aftermarket, \$35. C4DZ-2A635-D E-cable, \$100. C6DZ-15514-A backup lens, \$50. C0DZ-6421232-B lower door hinge spring, \$5. C2DZ-98549-A dash pot, \$30. All parts prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 190703

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve 360-430-0143 WA. THX For Driving a Falcon! 190717

1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar/door post. The C6 transmission mount is included. I do have the title, vin # 8K48Y215129, \$3,500. 1970 Boss 302 heads, cast #D0ZE 6090 A, \$1,600. 1970 351 Cleveland 4V closed chamber heads, cast #D0AE, \$800. 1971 351 Cleveland 4V closed chamber heads, cast # D1AE \$800. 1973 351C 4BL open chamber heads, cast #D3ZE; fresh, \$800. 351C 4BL Exhaust manifolds one pair, \$450. 1961 390 tri power set up, \$1,850. 1969 428 CJ motor, \$7,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289, crankshaft, \$150; valve covers, \$60. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 1967 289 heads, cast #C6AE, dates 7D18 & 7E2 \$200. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 1968-70 428 CJ parts & 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190704

1966-67 front bumper cores \$125, bumper brackets, \$125 pair, rock shields/valance/bumper pan, \$125 ea. 1968-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 190624

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75, doors, \$75; grilles, \$150 to \$800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts for \$25,000 or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522; email jlwbranson@mail.win.org. 190607

MESSAGE TO NORTHEAST TEXANS

There is an attempt underway to reorganize two former chapters in northeast Texas into a new chapter. If you are interested in being a part of this effort please contact Todd Gaudin, South West Regional Director at toddgaudin@yahoo.com or at 281-467-4607.

PARTS WANTED

Rear bumper, brackets and bolts for a 1966 Econoline Pickup. Bill Vancos, Rhinelander, WI; 715-360-0400 or bvancos@yahoo.com. 190607

WANTED: 289 Hi Po San Jose built four-speed radiator; top tank is stamped:

C4ZE W-MO
G2 2-65

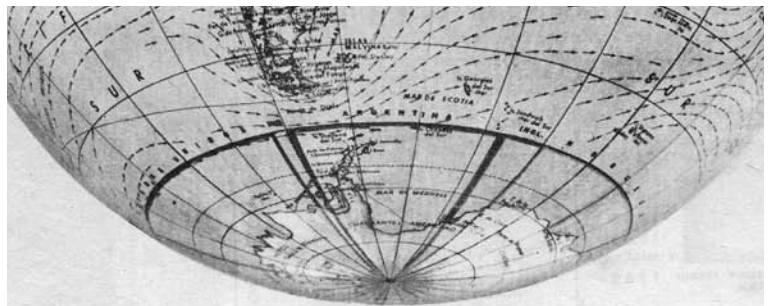
3939-S fuel pump. I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, California plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C5AF-E, C5AF-F, C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 190704

MISCELLANEOUS FOR SALE

In early 1960s I worked for the Ford International Co. I have come upon a pocket lighter made by Rosen, Japan. It has the red and gold Ford Falcon bird on one side and on back says "overseas distributors and export supply operations Ford International Ford Motor Company." If this is of interest to you, contact dhpoverman@gmail.com. 180611

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70, \$59.95 each. 1963 Owners Manual, \$14.95. Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book, 1960-70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com.

180599



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We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

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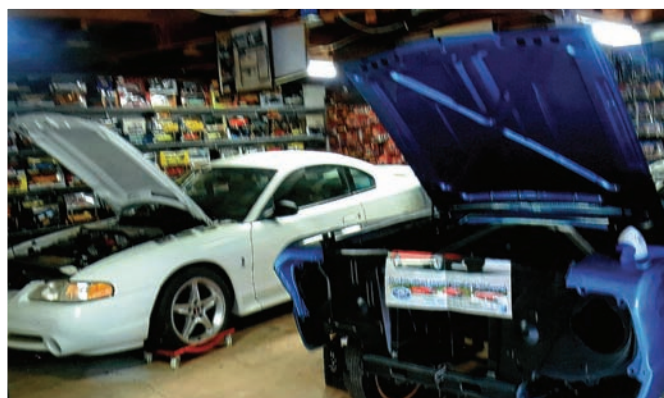
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CHAPTER CHECK-IN



The Southeast Chapter held its April meeting at Gary Goddards Museum of Collector Cars, Diecast Cars and Other Collectibles in Covington, Georgia. Everyone enjoyed it and had a good time. Three Falcons, Mustangs, and a Maverick were there and around 15 members attended. Refreshments were served. Thank you Gary for hosting this event.



My Love for the Ford Falcon

By James R. Decker



My love for the Ford Falcon started in 1967 when I got my first car—a 1962 Ford Falcon four-door sedan. At that time, it was not the “coolest” car for a junior in high school, but it was a set of wheels. That’s all that mattered to me.

I did a lot of work on this car, doing the best I could for a 16 year old kid. I put baby moon hub caps on the car and new vinyl seats. At the time, I thought that was great. Now I would not even consider doing some of the things I did as a teen.

My daughter needed a car when she was 16, so I started looking around for a car for her. I stumbled upon a 1960 Ford Falcon two-door sedan. There were three owners before my ownership and it only had 15,490 miles on the odometer. It had been sitting for several years. I proceeded to get the car roadworthy installing new brakes, hoses, etc. I ended up giving my daughter my Dodge Omni and I used the Falcon as a daily driver for almost four years. My wife and I took the Falcon on several road trip vacations. On a trip to Williamsburg, we were stopped by people telling us they had seen us driving around and liked the car.

After I retired from the phone company, I decided to put the Falcon in my antique collection. I had a new headliner, new seats and new carpeting installed. The car was painted the original Corinthian White. The inside doors were painted for a nice fresh look. The engine compartment was rewired and detailing done under the hood. The car has now won a Second Junior Award at the Hershey Fall Meet from the AACA.

Many people seem to like the car because they had one back in the 1960s. I encountered one car owner at a local show who brought his wife back to see my Falcon. He said that this was his favorite car at the show and wanted to know how much it would cost him to own this car. Naturally, I told him the Falcon was not for sale.

I have owned this car for 21 years and hope to own it for another 21 years. Even my 12 year old grandson loves the car. This just goes to show that any generation will love the Falcon! Ford Falcons Forever!!

—James R. Decker (FCA #13046)
Pottstown, Pennsylvania

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If you are interested in starting a new chapter or re-starting an inactive chapter, please contact Mary Wagner, FCA Chapter Coordinator at fcamary@baldwinpines.com or the Regional Director listed for your area. They will help you start to create your own Falcon Family.

Thank you Warren Kosteiny (FCA #14766) of Mt. Prospect, Illinois for sending us this Tech Tip.

OATS: The Antifreeze Dilemma

Regarding the articles about antifreeze in the July *Bugle*, being a chemical engineer these sorts of tech articles get my attention, so I looked at the antifreeze products I have here at home. The ingredient list for Dexcool (for 1996 and later vehicles) does mention the OAT additives in question, however the product in the attached pictures is what I've used for many years on all my older cars (in my case 1949–1971) without any problems. As the label shows it just contains ethylene glycol, diethylene glycol, and corrosion inhibitors. Ethylene glycol-based antifreeze is what replaced methanol-based antifreeze over 50 years ago due to its superior heat transfer qualities and corrosion inhibition. I also called Prestone Technical Service to discuss this and they informed me that the product in the pictures with their proprietary Cor-Guard inhibitor package is the best product that Prestone makes for older automobile cooling systems and they have zero documented failures traceable to this product. He did mention that after five (5) years the corrosion inhibitor package begins to degrade so they recommend changing antifreeze every five (5) years, even in collectors' cars that are not frequently driven. He also said that running an engine up to normal operating temperature once every two weeks to a month is highly recommended for keeping the corrosion inhibitors mixed up well in the antifreeze, which achieves maximum corrosion protection everywhere in the cooling system. I think the bottom line for pre-Dexcool cars is to read the label before you buy and stick with antifreeze that only shows ethylene glycol, diethylene glycol, and corrosion inhibitors in the ingredient list.



—Dave Wojahn

Highlands Ranch, Colorado

Originally published in Buick of America's *Buick Bugle*,

"Letters to the Editor," September 2018

Editor's Note:

If you find interesting articles or tips that our readers would enjoy, please send them to us at editor@falconclub.com. Please recognize that some articles are copyrighted and may not be able to be reprinted. Thank you.

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Re: FCA Merchandise

To whom it may concern:

I have been an FCA member for the past two or three years and look forward to each new publication. I currently own a 1961 Ranchero and a 1962 Falcon two-door hardtop. Both are in need of some TLC.

I find that FCA is a great source to find parts and information for my cars. I'm also a member of the Ranchero Enthusiast's club. Perhaps someday the rubber will hit the road again. Who knows.

My concern is when I go to shows and/or swap meets, I write on a cardboard sign or advertise on a tee shirt that I like Falcons or that I am looking for parts. Otherwise I look just like the other 3,000 people walking around and nobody knows what their interests are.

So, I'm requesting that the FCA advertise in the FCA magazine some Falcon/Ranchero paraphernalia, t-shirts, hats, stickers, etc.

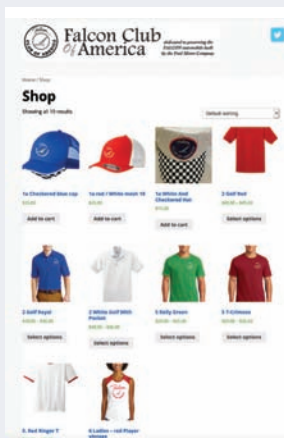
My wife and I are both also members of the Dodge Brothers Club and my wife volunteers to sell their inventory over the internet, at swap meets, etc. I would love to purchase some Falcon stuff, so how about advertising some merchandise in the FCA magazine?

Thank you.

Tom Herman (FCA #15981)
Patterson, New York

Editor's Note:

Good News! Those of you attending this month's FCA National Meet in Winter Park will be able to shop in the Club Store. There will be a large variety of hats, t-shirts, bags, and other items. There is also a year-round availability of these items on our website—falconclub.com. Look under the Club Store tab.



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Do you have a cover-worthy, high resolution photo of your Falcon?

The rest of the Falcon family would love to see it and read about it. Cover photos need to be high resolution digital photo, 300 dpi at 8x10 inches.

Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Thank you!

Please send magazine comments/ suggestions to editor@falconclub.com.

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When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (888-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Both are payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to editor@falconclub.com.

PAYMENT FOR ADVERTISING

Send ads and photos by email to fca.editor@yahoo.com.

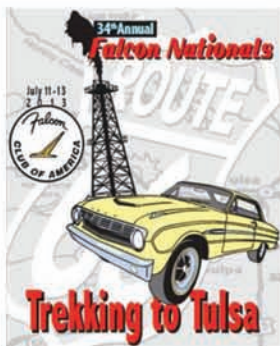
Checks should be made payable to the Falcon Club of America.

Ads and photos sent by mail with payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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Falcon Club of America Past National Meets



- 2018 Wichita, Kansas
- 2017 Sacramento, California
- 2016 Baraboo, Wisconsin
- 2015 Warwick, Rhode Island
- 2014 Kansas City, Missouri
- 2013 Tulsa, Oklahoma
- 2012 Louisville, Kentucky
- 2011 Steamboat Springs, Colorado
- 2010 Dearborn, Michigan
- 2009 Dover, Delaware
- 2008 Springfield, Missouri
- 2007 Minneapolis, Minnesota
- 2006 Indianapolis, Indiana
- 2005 San Ramon, California
- 2004 Kansas City, Missouri
- 2003 Arlington, Texas
- 2002 Nashville, Tennessee
- 2001 Cromwell, Connecticut
- 2000 Sacramento, California
- 1999 Charlotte, North Carolina
- 1998 Breckenridge, Colorado
- 1997 Orlando, Florida
- 1996 Springfield, Missouri
- 1995 Plano, Texas
- 1994 Valley Forge, Pennsylvania
- 1993 Knoxville, Tennessee
- 1992 Milwaukee, Wisconsin
- 1991 Oklahoma City, Oklahoma
- 1990 St. Louis, Missouri
- 1989 Overland Park, Kansas
- 1988 Atlanta, Georgia
- 1987 Boulder, Colorado
- 1986 Appleton, Wisconsin
- 1985 Overland Park, Kansas
- 1984 St. Louis, Missouri
- 1983 Dallas, Texas
- 1982 Memphis, Tennessee
- 1981 Hot Springs, Arkansas
- 1980 Hot Springs, Arkansas

